Women and Urban Mobility

Challenges and recommendations on race and gender in Brazil mobility context

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Brazil is an unequal country

Of 99% of the Brazilian population in 2018, white people represented 43.1%; black people, 9.3%; and brown people, 46.5% | **Total people of color (PoC) = 55.8%.**

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**Composite underutilization rate - 2018**

- White: 18.8%
- PoC: 29%

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**Homicide rate (per 1000 young people) - 2017**

- White: 34
- PoC: 98.5

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**Illiteracy rate - 2018**

- White: 3.9%
- PoC: 9.1%

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**People below the poverty lines - 2018**

- Less than $5.50/day: 15.4%
- Less than $1.90/day: 15.4%

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**Elected federal deputies - 2018**

- White: 75.6%
- PoC: 24.4%

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**Managerial positions - 2018**

- White: 68.6%
- PoC: 29.9%

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Brazil is an unequal country
The false neutrality in mobility
The false neutrality in mobility

Women were the ones who stayed the least in full telework regime and also the ones who migrated the least to other modes of transport. **The presence of women in public transport is predominant even in times of crisis.**

- **3 or more days per week:** 65% women, 53% men
- **Time spent inside the bus:** 40min (women), 36min (men)
- **All the trip:** 64min (women), 57min (men)

Source: Perfil e Hábitos de uso dos usuários nos ônibus na cidade de São Paulo 2021 - Perspectiva de gênero e cor, SPTrans
Urban mobility problems

Safety

Inside public transport vehicles
At the stopping points

Harassment
Sexual violence
Mobility and inequality

People Near Transit - Black woman

People Near Bike - Black woman

Source: MobiliDADOS
Um transporte público de qualidade ajudaria a aliviar a carga de trabalhos a qual as mulheres estão submetidas.

As regiões metropolitanas de São Paulo, Curitiba, e Rio de Janeiro têm maiores diferenças de cobertura entre a população em geral e a população de mulheres negras.

<table>
<thead>
<tr>
<th>Local</th>
<th>Mulheres negras</th>
<th>População total</th>
</tr>
</thead>
<tbody>
<tr>
<td>São Paulo</td>
<td>9%</td>
<td>13%</td>
</tr>
<tr>
<td>Curitiba</td>
<td>11%</td>
<td>18%</td>
</tr>
<tr>
<td>Rio de Janeiro</td>
<td>16%</td>
<td>20%</td>
</tr>
</tbody>
</table>
There are differences between travel patterns and access possibilities to the city by women, especially black women.

Race data should be required in every regular surveys.

National data needs to allow comparisons between different locations.

Transport planning must always incorporate more the gender perspective and its correlation with race.

It is necessary to increase the presence of women in public companies and concessionaires, as well as in leadership positions.

Source: Diário de Pernambuco
Recommendations

Expand the **process of listening to women**, especially **black women**, for planning and managing mobility actions.

Ensure **social participation** activities with conditions for the participation of women with their routine of multiple daily activities.

Investments in **courses and training for capacity building**. Carry out internal inclusion programs with the establishment of quotas for black women.

Structuring processes to identify points of discrimination and **develop affirmative and awareness-raising actions**.

Expand clauses for **hiring black women** to third parties and suppliers.
Thank you!

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